



**Red Line** North Corridor

## Frequently Asked Questions

**Q: Best case scenario, when will the first train be active on the North Corridor?**

A: Design and construction activities will take approximately 30 months. Securing state, local and private funding may add to this timeline. As a result, implementation of commuter rail service will not occur until, at the earliest, early 2012. The decision to implement the project will be made by the MTC and will depend on the availability of funding, cost and complexity of the project, and the strength of local sales tax revenue.

**Q. What about the residents and the property affected by the proximity of the rail line?**

A: Because the Red Line service will operate along an existing freight rail line, few adverse local impacts should be expected. A federally mandated draft Environmental Assessment (EA) has been completed and is under review by federal officials. It found that there will be no significant adverse environmental impacts. Clearly, with new daily trains operating along the line, there will be additional noise and road crossings. In addition, traffic in station areas will grow. However, these impacts should be modest and steps are being taken to minimize any inconvenience to residents and others living or working near the rail line. New passenger trains include technology to reduce noise; the tracks will include new continuous welded rail, which eliminates that noise from rail joints. One major possible source of noise – the sounding of horns at grade crossings – will be avoided through creation of "Quiet Zones," within which horns do not need to be sounded. The EA should be available for public review and comment later in 2009.

**Q: What's the difference between public and private crossings? What's the plan if a crossing is closed?**

A: A public crossing is a crossing of the rail line by a public road; a private crossing usually involves a driveway or road to a residence or private business. Each will need to be protected. Because of the high number of cars using a public crossing, CATS will be adding up to four gates to protect these roads when a train passes. There is little traffic at most private crossings, so most do not have gates. CATS will try, whenever possible, to connect private crossings to public roads (through construction of connector roads or new driveways). CATS will consider closing a crossing only if there is reasonable alternate access for those impacted by the closure. This issue would be fully discussed at public hearings, which are required before any public road may be closed.

**Q: How will CATS fund the Red Line?**

A: Current plans call for funding the Red Line using local and state funding, as the project does not meet current thresholds for federal funding. This includes funding from the state, the half-cent sales tax, the towns and County, Mooresville (for the portion of costs north of Davidson) and developers.